

WESTERN UNION.

VOLUME 1.

CITY OF HANNIBAL, MO., JULY 31, 1851.

NUMBER 48.

WESTERN UNION.

OFFICE ON BIRD STREET, BETWEEN FIRST AND MAIN.

TERMS OF THE WESTERN UNION.
IN ADVANCE, \$1 50
If not paid within Six Months, \$2 00

RATES OF ADVERTISING.

The following are the rates of Advertising in the Hannibal papers:—One square, of 12 lines or less, one insertion, one dollar; each subsequent insertion 25 cents. Cards not exceeding six lines, per year, \$5. One square per year, without alteration, \$10; one fourth of a column, \$15; half a column, \$20; a whole column \$30.
All notices, except marriages and deaths, will be charged as advertisements.
Attached to the "Western Union" office is an excellent BOOK AND JOB OFFICE, where all Job, Book, Pamphlet, Card, and other Printing, is executed with neatness and dispatch, on favorable terms.

Written for the Western Union.

WHEN FIRST WE MET.

BY WM. S. STOKES.

When first I met those melting eyes,
That beam with love, and look so kind,
The calmness of celestial skies
Seemed shadowed o'er that heart and mind.
When first I saw that loving glance
On me so kind and sweetly turning,
It seemed the shadow of a trace
Of memory's echo, softly burning.
When first I met those sparkling eyes,
With rosy tinge and tempting lips,
Oh, what emotions did arise
From that pure fount of love to sip.
The throbbings of that gentle heart
Are pure pulsations of the soul;
It ebbs, and flows life's joys impart,
As dew drops play in sweet carol.
When first we met at eve's low hush;
Midst pleasant flow'ets we did stroll;
I saw the tinge, they cheek to blush,
In mantles o'er, it gently stole.
Oh yes, I now remember well,
To me you gave a lovely token,
And when those eyes upon me fell,
You said, love's chain should ne'er be broken.
Oh yes, I will remember now,
With faulting voice you gave that rose,
And wreathed it nicely round my brow,
So like pure love it softly glows.
'Twas by the kindness of your heart,
I traced in each and every move,
That won me by your guileless art,
To seek that bosom's purest love.

With fortune's smiles we met again,
To pledge our vows of love forever;
No more our hearts are rent in twain,
No more from thee, bright gem, I sever.
[Memphis, Mo., July 23, 1851.]

From the Palmyra Whig.

Hannibal and St. Joseph Railroad.

Messrs. Editors.—The proposition for the County of Marion to aid in the construction of the Hannibal and St. Joseph Railroad, is manifestly gaining importance and interest, in public estimation, as the time for its decision approaches.
When the measure was first proposed, in common with most of my neighbors, I felt but little concern about it; and consequently, came to no definite conclusion as to what would probably result to the county from the adoption of this proposition. On various occasions, however, I heard opinions from respectable sources, both favorable and adverse to the subscription, and receiving some of those opinions, as I did, without care or consideration, for a time I felt rather averse to the county's engaging in this enterprise; not upon the grounds of its "unconstitutionality," but simply from a belief that the sum proposed was too large. I never did believe in its "unconstitutionality," (and if those who did, are not by this time ashamed of their position, they are, themselves, very happily constituted. Being thus unfavorably impressed with the county's engaging to such an extent, in this scheme of internal improvement, I listened with more attention to the arguments of those adverse to the subscription. And I read with some avidity a number of communications published in the different newspapers of the county, by several writers opposing the plan. The facility and meagreness of those arguments were so glaring and flagrant, and the considerations upon which all their opposition was based, were so narrow-minded and selfish, and contrasted so unfavorably with the enlarged, liberal and weighty reasons in favor of the enterprise, that I was not long in changing my purpose of not voting at all, for a determination to give "a good hearty vote" for the measure proposed. I am opposed to no principle that I conceive involved in this question. I thought at first the amount suggested exorbitant; but since it is proposed to reduce that amount, the scheme meets my hearty concurrence, having long since had it demonstrated to my mind that Railroads are a source of almost incalculable advantage to every portion of country through which they pass. I do not design, therefore, Mr. Editor, to trouble you with a discussion of the principles of this measure—this part of the subject I consider fully and fairly treated of in the elaborate, perspicuous and enlightened articles of "Another Citizen"—but I propose detailing some of the beneficial results that Railroads confer upon portions of the country through which they pass. And in this matter I shall speak from actual observation alone.
It has been my privilege to visit most parts of the United States, and I have not been an unimpartial observer of this branch of internal improvement. And after passing over various roads, in different parts of the Union, I can safely aver, that I have never known a Railroad to touch at any town or village, whatever may have been its situation in relation to the termini of the road, or however close to, or remote it may have been for larger cities, without the Railroad conferring obvious advantages upon such village or town. I have been familiar

with several districts of country, both prior and subsequent to the establishment of Railroads through them, and I have never known nor even heard of an instance in which it did not greatly enhance the value of real estate, and give a decided impetus to every department of business pursued in such districts.

There are persons, I presume, in Marion county now, who remember something of the dreary and forlorn aspect presented by the country along what was then the stage road from Fredericksburg to Richmond, Virginia. Fields turned out in the commons,—houses and farms in a state of dilapidation,—were everywhere along that route to be seen. Some capitalists, despite of just such opposition as we have here, built a Railroad between those two places. The people of Fredericksburg and their vicinity, believed that their town and market would be absorbed by the larger city of Richmond. But what a wonderful change a few years have wrought there! Not only in the minds of the people, but in the face of the country. Fredericksburg, from an old superannated town, has become a thrifty modern city, with double its population. Fields hitherto deemed unworthy of cultivation, have been enclosed and improved; houses and farms have been renovated and enlarged; and prosperity and cheerfulness now occupy the former scenes of waste and decay. Indeed, so striking were the good effects of even this one Road, that an enthusiastic spirit of internal improvement was diffused throughout the State of Virginia; and notwithstanding the party in the ascendancy there had always opposed measures of this kind, they were so overwhelmed with petitions in their session of '48 and '47, that they felt obliged to pass upwards of two hundred internal improvement bills, including a large number of Railroad charters for almost every part of the State. Along the route of those roads, many towns, counties and individuals took stock, in a proportionally far greater extent than is proposed for Marion county. Virginia has long since had time to develop her resources, so far as her natural advantages would contribute to that result, but for years, her agriculture and commerce have flagged, if not retrograded; but now, sir, in those parts where Railroads are established, we witness a remarkable change for the better. Markets have been opened and enlarged, demands have greatly augmented, and many articles, formerly useless, are now eagerly sought for. Real estate has every where gained in value, and in many instances, lands contiguous to those roads have actually been disposed of, at a price ten times greater than they have sold for within fifteen years. Of course, Mr. Editor, no sensible man will understand me to imply, that the mere transit of a Railroad through a district of country, will in itself improve the lands, or increase their products. And yet the result is much the same, for it imparts such facilities for marketing, and holds out such inducements for an augmentation of agricultural productions, that the temptation has always been, and will always be, irresistible to men, while they are possessed of the increasing propensities so characteristic of the present age. In the main, the benefits of Railroads are unquestionably general in their character. This fact, observation ever where will attest. And I hold that where such is the case to all concerned, to a remunerative extent, that it is contemptible mean to object to any public measure, because some will probably reap greater advantages than others from it. One opinion extensively prevalent, is, in my humble judgment, erroneous, viz: that Railroads build up some places and destroy others; for instance, Hannibal will prosper, and Palmyra decline. This view is doubtless founded in a want of experience. It would increase the growth of both of those places, in my opinion, to have a Railroad communication with the interior; but if the Road touched at both places, I can't see that their relative condition would be changed. Hannibal having some natural advantages, of course must surpass Palmyra in growth in any event. At present both rely upon wagons for transportation. In this respect, then, they are supposed to be equal, and the fostering friends of Palmyra say she can hold her own. Now if the wagons of both towns are changed to Railroad cars, in what respect, I ask, will the condition of those two places be changed as regards each other, since the means of transportation are still the same? But, Mr. Editor, it is not to be lamented, that we have men in our midst, who can narrow down a question of such magnitude and consequence to a pitiful wrangle between two neighboring villages? If the Railroad is to build up a market of such extent here at its Eastern terminus, as to add to the value of the land and agricultural products for several hundred miles back, and we, who have this market at our doors, do not profit by it, the fault will unquestionably be our own.

Afloat in the community we find many errors, in regard to Rail cars—for instance, that they cannot or will not stop except at the depots, &c., is all ludicrous nonsense. The depots subserv merely the purposes of warehouses along a river. There are also various "cook and bull" stories circulated to disparage Railroads, which are so absurd and preposterous, that I incline to the belief, that there are those zealously opposing the Road, whose practical knowledge of such matters would not enable them to recognize the locomotive if they should meet on. There is a numerous class of worthies in this community, who occupy an anomalous position. I have heard some of them, within the last two years, when the subject was one of party, abuse most rancorously their political opponents, because of their opposition to internal improvements, and now those very creatures, who are, or at least, would like to be considered "wealthy," refuse not only to invest their own funds, but also to vote for the county's doing so. And oh! shades of St. Crispin, they are still internal improvement men! It requires no chemist to determine the fact, that a sordid selfishness is the predominant element of such human compounds. Shame on such Missourians! their wives ought to slash them.

The arguments that I have heard used against the expediency of this Road, give prima facie evidence of a lack of practical knowledge of the subject, on the part of their authors. Possessed of the reasoning faculties common to mankind, some of the opponents of the Road have laid down and deduced conclusions from principles which have no connection with this subject in a practical form. But, Mr. Editor, time was, but has now ("gone glimmering in the dream of things that were") when public enterprise could be swayed, or held in check, by abstract theory, or abstract speculation. This, sir, is a practical age in which we live. The American people recognize no theory, but precedent; and no principle, but success. Take an extended view, sir, of this magnificent system of internal improvement—look throughout our wide extended country—and wherever you find the track of the "iron horse" traversing a district, there you find also the elements of human comfort in greatest profusion. And I affirm again, that my observation leads me to believe, that the instance is yet unknown where a Railroad has passed any town, village or hamlet, without being a source of advantage to such place. And as a convincing fact, I will say in conclusion, that where Railroads have been longest used, they are highest appreciated. And there, too, you find individuals, companies and corporations, most ready to subscribe stock for forwarding such enterprises.

Yours, &c.

AGRICOLA.

A Ghost Story.

Much gossip has been occasioned at Weston, super-Mare by a ghost story. John Clark, gardener, living in a small house near the infant school, declares that his family, and two laboring men lodging at his house, were all in bed a few nights since, when between eleven and twelve o'clock, strange noises were heard by all of them, resembling the rattling of chairs and tables, &c. The noise having subsided, the inmates of the house, with the exception of Clark, went to sleep. Clark states that he was wide awake, and heard footsteps coming up the stairs, and presently a man entered the room, and coming up to the bed side, placed his hands on Clark's face, drew down his arms, and grasped his very tightly by his two arms.

He held him in this position for a short period, when the hands of the nocturnal visitor appeared to get gradually smaller, till they became as small as a young child's, when his hold relaxed, and he disappeared. Clark said it appeared to be a man about five feet six inches in height, with very black curly hair, and rather stout; that when he was holding him he placed his face very near his, and that he felt his breath very hot, as were also his hands. Clark says he tried to speak and move, but had no power to do either, but immediately his visitor let him jump up in bed and gave an alarm. He was terribly frightened, and could not close his eyes. He got up and went to work on Monday morning, but such was the effect of the shock he received that he became very ill, and was obliged to leave his work and go to bed.

On Thursday he told his tale to a man named Tripp, who lived in the same house previous to Clark's occupying it, and from Tripp he received the cheering assurance that he must expect frequent visits from this unwelcome guest, as during the three years he had lived in the house, he had appeared to him upon a dozen times, now in a similar way, his last visit being about six weeks before he left the house. The other persons in the house could always hear the chairs and tables rattling down stairs on these occasions, but the visitor never made his appearance to any one but himself. The men both say that the doors and windows were all found secure in the morning, and the furniture in the same position as when left the previous evening.—Bath (Eng.) Chronicle.

RAILROAD NEWS.

We had the pleasure of the company of Col. Stewart, in our office on Monday last, on his way to Marion county. He is enjoying better health than when we last saw him. He is a fine spirits about the prospects of the Road. Clinton, Caldwell, Carroll, Grundy, and Livingston counties, at the western terminus, and Marion at the eastern will vote for taking stock on the first Monday in August. The western counties mentioned, will each vote for or against subscribing \$25,000; and as there is the greatest enthusiasm prevailing amongst the people there is no doubt of their taking stock by large majorities. Marion votes for or against subscribing \$100,000. This is the only county along the entire route that has not taken an unfavorable and ungenerous spirit towards the enterprise. Should this large and densely populated county, with its great wealth, refuse to take this stock, the road ought never to touch her selfish territory. And if it were not for Hannibal, the probability is, that it never would be a pity that Hannibal is in such a county.

The next Legislature should attach it to a more congenial atmosphere, where its spirit may be fully fostered, and its energy appreciated. Col. Stewart will canvass Marion thoroughly before the election, and if any man can lay the interesting matter before that people, the "old Wagon Horse" can do it in the "brown" order.

Should all the western counties take stock—and nothing to the contrary is believed—the road is safe beyond a doubt. So Marion cannot prevent the work from going ahead, while at the same time she might greatly assist in the noble enterprise. We understand that less than \$100,000 will reach the State aid. The five counties alluded to, will take \$125,000; leaving \$25,000 to "play upon," independent of Marion's vote. The road is bound to be made.

A competent engineer will be ready to review the route in a short time, preparatory to grading the road.—Bloomington Gazette.

—We understand that on Saturday evening last quite a serious affray occurred at Madison, in the county, between two blacksmiths, one named Farth and the other Fulcher—in which knives and clubs were used. The result was, that Farth was badly cut with a knife in several different places, and Fulcher received several severe wounds on the head and other parts of the body from a club. The matter is to undergo a legal investigation.—Paris Mercury.

There are at this time two hundred and thirteen convicts in the Missouri Penitentiary—a larger number, we understand, than has ever before been confined there at one time.—Paris Mercury.

The Union Pledge.

As it is now evident that a serious and concerted effort is to be made, to renew the slavery agitation in connection with the next Presidential campaign, we remind our readers that soon after the passage of the compromise measures, a number of the most distinguished men in Congress of both parties signed and published a written pledge that they would not support, for the office of President, Vice President, Senator, or Representative in Congress, or as a member of any State Legislature, any man, of whatever party, "who is not known to be opposed to the disturbance of the settlement aforesaid," and to the renewal in any form of agitation upon the subject of slavery." At the head of the list stands the name of Henry Clay. Whoever therefore hopes for the support of the "Sage of Ashland," must clear up all doubts about his opinions on this subject. He must be known to be opposed to renewed agitation. This is the true ground to which both the Whig and Democratic parties should come at once. The pledge is in the following words, and should be earnestly subscribed by every patriot of whatever party.

"THE UNION PLEDGE."

The undersigned, Members of the XXXist Congress of the United States, believing that a renewal of sectional controversy on the subject of Slavery would be both dangerous to the Union and destructive of its objects, and seeing no mode by which such controversy can be avoided, except by a strict adherence to the settlement aforesaid, hereby pledge ourselves, to declare their intention to maintain the said settlement inviolate, and to resist all attempts to repeal or alter the acts aforesaid, unless by the general consent of the friends of the measures, and to remedy such evils (if any) as time and experience may develop.

And for the purpose of making this resolution effectual, they further declare that they will not support for the office of President or Vice President, or Senator, or Representative in Congress, or as a Member of a State Legislature, any man of whatever party, who is not known to be opposed to the disturbance of the settlement aforesaid, and to the renewal in any form of agitation upon the subject of Slavery.

Henry Clay, H. S. Morehead, Robert L. Rose, William C. Dawson, Thomas J. Rusk, Jeremiah Clemens, James Cooper, Thomas G. Pratt, William M. Gwynn, Samuel A. Eliot, David Outlaw, C. H. Williams, J. Phillips Phoenix, A. M. Schermerhorn, John R. Thurman, D. A. Drake, George R. Andrews, W. P. Mangum, Jeremiah Morton, R. I. Bowie, E. C. Cabell, Alexander Evans, Howell Cobb, H. S. Foote, William Duer, James Brooks, Alex. H. Stephens, R. Toombs, M. P. Gentry, Henry W. Hilliard, F. E. McLean, A. G. Watkins, H. A. Bellard, T. S. Hymond, A. H. Shepherd, Daniel Breck, James L. Johnson, J. B. Thompson, John B. Kerr, J. P. Caldwell, Edmund Deberry, Humphrey Marshall, Allen F. Owen.

THE ART OF FLYING.—A French journal has a letter from Madrid giving an account of a successful experiment with a new apparatus for flying. The flyer was a Miss Juana Perez, who though rather fat and corpulent, moved through the air, by the help of wings with great ease and rapidity. She was advertised to fly a distance of above 1,200 feet, rising in the air above 600, but exceeded the programme both in height and distance. No description of the structure of the wings is given. They have a spread of some fifteen feet, are fastened by ligaments of great flexibility, and arranged so as to move with great rapidity; they make a noise like a wind-mill. The astonishment of Madrid at so novel a phenomenon is described as immense.

A Mr. Thomas Darville, at Paris, also announces that he has invented a complete apparatus for flying, and that he proposes to exhibit it in the Champ de Mars in the course of the present month, when he will fly from the Military School to Chailiot. He will be accompanied by his two sons, one of twenty two and the other of seventeen years. The preparation of three sets of wings has delayed the exhibition until now. The inventor has tried his apparatus privately, with complete success, having flown across the Seine with it at 1 o'clock in the morning. His wings have a spread of 15 feet, and by their help the flyer can move up and down in the air with all the facility of a swallow, skimming along near the ground or mounting upright to the sky at his pleasure.—N. Y. Tribune.

THE RAILROAD.—We neglected to notice at the proper time that a public meeting was recently held in this place, at which a committee was appointed to address a letter to the Hon. Henry S. Geyer, inviting him to make a tour along the proposed line of the Hannibal and St. Joseph Railroad, prior to his going to Washington to enter upon his duties as United States Senator. The meeting did not doubt that Mr. Geyer would be, from personal observation, so favorably impressed with the character of the country through which the proposed railroad is to run, as to induce him to exert all the energies of his great mind, to obtain a grant of land from Congress to aid in constructing it. The committee was also directed to address a similar letter of invitation to Senator Atchison.

The same meeting appointed Messrs. W. Y. and Henry Slack, James Conner and Wm. C. Samuel to canvass this county, prior to the August election, in favor of the proposed subscription by the County Court of \$25,000 to the capital stock of the Hannibal and St. Joseph Railroad.—Grand River Chronicle.

A very severe storm of wind and rain visited this section of country on Thursday night last, which proved very destructive to the crops. Many fields of oats not yet harvested were leveled with the ground, and much of the more forward and promising corn was greatly damaged by being blown down and much of it broken off.—Paris Mercury.

From the Alta California, June 14.

About 9 o'clock on Tuesday night, a man carrying a bag containing something apparently quite heavy, attracted the attention of the Whitehall boatmen at their station on Central wharf. He jumped into a boat with his bag, and pulled out toward the end of the wharf. But a few moments had elapsed before Mr. Virgin, a gentleman who keeps a shipping office on the wharf, came down to the boat stand in pursuit of a person who had just robbed his office of a small iron safe, containing a considerable amount of money. The man with the bag was at once suspected, and a number of the boatmen started immediately in pursuit. After a sharp pull, they overhauled him, when he threw his booty overboard. After a very severe struggle, one party of boatmen succeeded in capturing him, while another fished up the bag, which proved to contain the stolen safe.

He was conveyed on shore and at once taken possession of by some of the vigilant committee who conducted him promptly to their headquarters, where he was tried in presence of about eighty members of the convales, sitting with closed doors, by them convicted and sentenced to be hung in the Portsmouth Square that very night. The precise mode of trial was of course made a secret. During the time of its progress the citizens had accumulated in large numbers about the building and in Portsmouth Square. The bell rung on the engine house at the Litter locality, having rung a signal to apprise the citizens of the proceedings going on. The populace were very much excited, but more orderly than we ever recollect to have seen such a numerous assemblage on any similar occasion.

Some disapprobation was manifested at the secrecy of the Committee's proceedings, but when the result was known, there was a very general approval manifested, although there were many who deemed the punishment of death too severe for the offense, and others thought he should be hung in broad daylight. As soon as the sentence was passed, the bell on the California Engine house, near by, commenced ringing the prisoner's funeral knell. Capt. Benjamin Ray, of the Police force, applied at the Committee Room, and demanded the prisoner, but was refused several times, and although others of the Police force were on the ground, they saw it was of no use to attempt a rescue.

About 1 o'clock Mr. Samuel Brantman came out, and ascending the bank opposite, announced the result of the Committee's deliberations, stating that he had been fairly tried, convicted upon the strongest testimony, and offered no defence except a denial of the robbery. He gave the name of John Jenkins, and professed to be a native of London. Mr. B. stated that he had been allowed another hour to prepare for death, and that Rev. Mr. Miner had been sent for to visit him. The crowd present promptly approved of the action of the Committee. From that time the excitement began to increase, and the matter was freely discussed by knots of citizens at the various street corners, around the committee room, and in the square. A very large majority were evidently in favor of the execution.

The prisoner was perfectly composed during this time, and indulged in a cigar. The clergyman promptly responded to the request to pray with the prisoner, and remained with him for nearly an hour. If we are correctly informed his presence had no particular effect upon the condemned man, who doubtless confidently anticipated a rescue by the police.

About 2 o'clock the doors of the committee room were opened and the condemned was for the first time presented to the populace. He was a tall man of very great muscular development, and with rather a forbidding countenance. He was smoking a cigar and appeared rather pale but composed. His arms were pinioned and his hands tied behind him, while he was surrounded by a rope thickly manned by armed men, many others closing on them determined to prevent his escape. In this manner, followed by a large crowd, he was conducted to the public square. His arrival was announced with a shout and every description of vociferation—the wildest scene of confusion and excitement prevailing we have witnessed for a long time. The moon obscured by clouds shed no light, and the picture presented was wild and awful in the extreme.

Some person climbed the liberty pole to rig a block for the execution; but a loud shout of "don't hang him on the liberty pole!" arose.—Voices screamed out, "to the old adobe!" and a rush was made for that edifice, upon the corner of the square, formerly occupied as the Custom House. A rush was at once made for the end of the building, a block rigged and a long rope run through it. In the meantime, a number of the Police who were on the ground, made several attempts to obtain possession of the prisoner, but they were roughly handled and prevented—had they persisted they would have been riddled with balls. Several citizens denounced the execution and sought to aid the police.

The prisoner by this time was nearly dead with fear and rough handling, when a rush was made toward him, a noose thrown over his head, the rope manned by twenty ready hands, and the convicted felon swept through the air and dangled from the block. A few fearful struggles, a quiver of the hempen cord a few nervous twitches, and the crowd gazed upon the lifeless corpse of him upon whom such speedy and terrible vengeance had been executed by an outraged people. As he swung to and fro and turned round and round, a feeling of awe appeared to spread through the crowd who could not be otherwise than impressed by the terrible occurrence. Slowly they dispersed, but when day broke, there were still many gazing upon the swollen, purple features of the doomed man.

At 6 o'clock the Marshal, Mr. Crozier, repaired to the spot, cut down the body and consigned it to the dead house. Thus ended the first execution which ever took place in San Francisco, where more crime has been committed within the past year than in any other city of same population in the Union, without one single instance of adequate punishment. Of the guilt of Jenkins there was no doubt. He has been known to the police for months as a

desperate character from the penal colonies, where he had passed many years as a transported convict.

AN ORDINANCE.

To repeal an ordinance entitled "an ordinance amendatory to an ordinance regulating Market-House, Markets and Marketing, approved June 16, 1851." Be it ordained by the City Council of the City of Hannibal, as follows: Sec. 1. That an ordinance entitled an ordinance amendatory to an ordinance regulating Market-House, Markets and Marketing, approved June 16, 1851, be and the same is hereby repealed. Sec. 2. This ordinance to be in force from and after its publication. Approved July 21, 1851. WM. P. HARRISON, Mayor.

AN ORDINANCE.

To amend an ordinance entitled "an ordinance regulating the market house, markets and marketing, approved May 21, 1851." Be it ordained by the City Council of the City of Hannibal as follows, to-wit: Sec. 1. None of the Articles mentioned in the fifth Section of the ordinance of which this is amendatory brought within the corporate limits, within market hours, and intended for sale shall be sold or offered for sale until they are taken to the market and there exposed for sale until market hours are over. Sec. 2. The 16th Section of the ordinance of which this ordinance is amendatory, is hereby repealed. Sec. 3. This ordinance to be in force from and after its publication. Approved July 31, 1851. WM. P. HARRISON, Mayor C. H.

"A STRANGER.—On Wednesday last, a stranger came to Staunton, on foot, evidently much debilitated, though quite well dressed in a neat suit of white summer clothing, but shoes much worn—is about 30 years of age. His name, from letters in his possession, from a daughter, is RICHARD H. TURNER, the daughter's name ELIZA BETHEL, and the letters post marked Paris, Mo., and Florida, Mo. He has also letters from the Third Auditor in Washington, in relation to some Revolution or land claim. He was confined in the county jail a day or two, but has since been admitted into the Asylum. His insanity seems to be of long standing, though he is gentle and submissive. It is supposed his insanity originated about religious, as on that subject he is very wild, thinking himself to be the Son of God. Missouri papers will please copy.—Staunton (Va.) Sentinel.

Postmasters and Publishers.

We give below an extract of a letter from the Postmaster General, in answer to a letter of inquiry whether postmasters have the privilege of franking letters containing a remittance for subscription.—Louisville Journal.

All postmasters whose compensation does not exceed \$200 a year are privileged to send and receive, free, all letters written by themselves, and all written communications on their own private business, not weighing over half an ounce.

Postmasters who have the privilege of franking these private communications can frank letters to publishers of newspapers, covering money for subscriptions, or the names of subscribers, as agent for the publisher, and his agency will be presumed from the fact that he franks them. NATHAN K. HALL, Postmaster General.

A FORTUNATE EDITOR.—The editor of the Advocate, published at Bath, being about to start on a ramble in search of health and vigor, both of body and mind, and subscribers for the Advocate, briefly announces the fact to his readers, and then adds:

"During our absence, our paper will not suffer, but, on the contrary, will be much bettered. Our better half, who has been pronounced by a competent judge 'the smarter man of the two,' will have jurisdiction over its columns.—She is a staunch democrat, and decidedly opposed to the new innovation on female costume; and our only fear is, that when we return our readers will insist upon our going again."

COL. STEWART

Will address the people at the following places, at the times below specified, on the subject of the Hannibal and St. Joseph Railroad. A general attendance of the people is desired, as books will be opened for subscription:

Shelbyville,	Thursday, 7th August;
Bethel,	Friday, 8th "
Bloomington,	Monday 11th "
Floretta,	Tuesday 12th "
A. Dale,	Thursday 14th "

[Bloomington Gazette.]

A SERIOUS ACCIDENT.—A little girl in her third year, daughter of Mr. John Bennett, was accidentally killed while at play in the Court House at Bowling Green, on Sunday the 13th. She had gone to the Court House to play with some children older than herself. They were, it appears, at play about the Judges' old stand, that had been taken down to give place to a new one; the stand by some cause, was turned over, striking the deceased upon the top of the head, crushing the skull, which caused instant death. Two or three others were caught beneath the stand, but escaped without injury.—Louisiana Record.

To prevent Horses being teased by flies.—Take two or three small handfuls of walnut leaves, upon which pour two or three quarts of cold water; let it infuse one night, and then pour the whole next morning into a tea-kettle; let it boil for a quarter of an hour; when cold it will be fit for use. No more is required than to moisten a sponge, and before the horse gets out of the stable let those parts which are most irritable be smeared over with the liquor—viz: between and upon the ears, the neck, the flank, &c. Not only the lady or gentleman who rides out for pleasure will derive benefit from the walnut leaves thus prepared, but the coachman, the wagoner, and all others who use horses during the hot months.

MONTPELIER, VT., July 22.

The Democratic State Convention nominated to-day the Hon. T. P. Redfield for Governor, and after adopting strong resolutions against the Fugitive Slave Law, adjourned.

Lay it down as a rule.—Never to smile, nor in any way show approval or merriment, at any trait in a child which you should not wish to grow with its growth and strengthen with its strength.